



THE LEAGUE OF WIND

Otherwise Known as the Municipal Ownership Corporation of Embossed Blather-skites, Is Still Talking.

It Has Passed Four Miles of Resolutions Denouncing the Mayor but Hasn't Hurt Him.

The Mayor's Present Position on the Traction Question Meets with General Public Approval.

And That Is the Reason Why the Men, Who Hate Every Property Owner,

Are Against the Sensible Stand Which Harrison Maintains on the Question of Transportation.

The Municipal Ownership League

consists of
Three old men,
Two young men,
Five boys
And six chairs.

There are, therefore, four more members than there are seats. This difficulty is easily overcome by one of the four seatless ones being always on the floor making a speech, while the other three are "out" as a perpetual committee on resolutions.

The League meets every night, Sundays included, and the members not promptly on hand to get chairs form the orators and resolutions committee for that evening.

Some of the older members formerly belonged to the old Municipal Reform League of twenty years ago, which met in a downtown saloon until the saloon was closed by the Sheriff, and the motto of which proud organization was,

"No Gas Lights and No Police."

The present Municipal Ownership gang has passed 62,340 yards of resolutions since its organization. It has stirred the very steins in its meeting hall to mutiny.

It has placed itself on record several thousand times.

It has come out strongly against any form of private ownership.

Just now it favors public proprietorship of street railroads, believing that the office-holding class is not nearly large enough.

Next year the League expects to advocate public ownership of

Churches,
Factories,
Stores,
Theaters,
And tug boats.

Eventually the public-spirited citizens who control it believe that by the skillful use of the Referendum, the confiscation of all privately owned real estate and homes can be accomplished with neatness and dispatch.

This is the gang of unwashed anarchistic Socialists who have been attacking the Mayor for trying to do the just and honorable thing by both the people and the railroads.

But the Mayor can stand their abuse.

So long as he continues his present just and upright course in this traction matter he has the support of the great majority of the people.

Mayor Harrison issued a proclamation two weeks ago in which he outlined his traction program as follows:

To the Citizens of Chicago: I believe that the proposed Chicago City Railway ordinance is the best practical solution of the traction question in the present circumstances. It solves the question of immediate improvement of the service, and at the same time, by securing a waiver of the ninety-nine-year claim, avoids expensive and protracted litigation and opens the way for municipal ownership.

In accordance, however, with my repeated pledges, I desire to afford an ample opportunity for an expression of public opinion on the proposed Chicago City Railway Company ordinance.

Therefore, if a referendum is desired upon the proposition, it is suggested that those who object to the passage of said ordinance immediately undertake the work of securing the signatures necessary to have the question placed

on the ballot at the November election.

On Sept. 9 the time expires for filing the petition with the Board of Election Commissioners in order to have the proposition submitted to vote at said election; but if by the date of the next Council meeting (Oct. 3) it appears that a sufficient number have signed such petition to indicate a general desire on the part of the people of Chicago for its submission, I shall recommend to the City Council that the consideration of said ordinance be deferred a reasonable time for securing the remainder of the signatures necessary, and if the remainder of the necessary signatures are obtained by Oct. 20, 1904, and if the question cannot be submitted at the November election, I shall then recommend the deferring of the ordinance until it shall have been voted on at the spring municipal election, 1905.

Unless a petition with the necessary number of signatures is filed by Oct. 20 next, it will be assumed that the ordinance meets with public approval and will be called up for passage in the City Council.

CARTER H. HARRISON, Mayor.

In summarizing the advantages which he believes the city would gain should the proposed ordinance be passed, Mayor Harrison gave out the following:

The immediate surrender of the ninety-nine-year claims of the company, and all rights under all prior grants, from whatever source derived, and a grant for thirteen years in exchange for the same, with a seven-year term in addition, terminable at the end of any year by purchase.

The right of municipal ownership any year after the thirteen years upon payment for the tangible property suitable for street railway purposes, without payment for unexpired or disputed rights, or franchise rights or earning power.

The right to require the company to sell to another corporation at any time after thirteen years on the same terms as in case of sale to the city.

The immediate reconstruction of the lines of the company, thereby assuring the most modern equipments for the entire term of the grant.

The continuous control by the city of the service.

The right to forfeit the grant whenever the company fails to give adequate and satisfactory service.

Entire abandonment of the cable, and substitution of electricity as the motive power.

Abandonment of trains and substitution of large single cars.

Provision for universal transfers from the company's lines to the lines of other companies, from any natural division of the city to the other divisions.

Provision for joint use of tracks by the company and other companies operating in the district bounded by 12th, Halsted and Chicago avenue, thereby insuring through trains through the heart of the city.

Provision for improved paving and the maintenance thereof for the entire period of the grant.

Grooved rails on improved streets.

The right to require the company to operate cars through subways when built.

The right to require the company to rearrange its tracks, loops and terminals in such manner as it may be directed by the city, including the substitution of another terminal loop in exchange for that on Michigan avenue.

The right to require the company to extend its tracks three miles of double, or six miles of single track, per annum.

Through routes on Halsted and other streets.

The right to provide trunk lines running from one end of the city to the other on such streets.

Underground trolley construction from 18th street north to the river.

Compensation to the city of 5 per cent for the first thirteen years, which will amount to at least \$5,720,000, and 10 per cent for the balance of the twenty-year term, amounting to at least \$8,200,000, making total compensation for the twenty years of at least \$13,920,000.

Complete supervisory control of the operation of the system, including the right to require a sufficient number of cars to be run at all times to accommodate the traffic. Cars to be of the best and most approved style, finish and design; vestibuled, supplied with a sufficient number of electric bells, connections and buttons to enable passengers to notify the conductor of their desire to leave the car; at all times to be kept clean and in good repair, well ventilated and lighted; to be kept heated in cold weather and to bear appropriate and conspicuous signs upon sides and ends, so placed as to indicate both day and night the route and destination and at night such signs shall be illuminated.

The right to require that all tracks shall conform to the grade of the streets in which they are laid, in a manner satisfactory to the city authorities.

Requirement that the company shall fill grade, pave, keep in repair, sweep, sprinkle and keep clean, eight feet in width of all streets and public ways, or portions thereof, occupied by it with a single track railway, and sixteen feet in width of all streets and public ways or portions thereof, occupied by it with a double track railway, and at its own expense promptly remove snow and ice therefrom and haul it away from the street.

The right to require the company to sweep and sprinkle the entire width of the streets occupied by it, or to have street sweepings, garbage or other refuse removed by means of street cars at night, upon payment to it of reasonable compensation.

Requirement of the company to remove all tracks not in daily use.

General reservation by the city of the right to make other and further requirements of the company as occasion and necessity arises.

It is understood that the traction interests are opposed both to the thirteen-year term and the compensation clause.

The Democrats expect to elect some of their County Commissioners.

In some of the newly asphalt-paved streets the contractors have neglected to leave openings for sewer connections. The result is a flood whenever it rains.

Colonel John G. Neumeister announces that he is willing to bet \$5,000 on Parker—for second place.

This is a strange campaign. There is hardly a man outside the fellows on the tickets who know the names of the candidates for county offices.

Apparently the most unfortunate thing that could befall the Democrats was the selection of Tom Taggart for National Chairman.

The Democrats are letting the election go by default in Illinois.

Scutty is still walking—on West Madison street.

The city electric lights now cost \$262,888. They are principally useful in making darkness visible.

The Book Trust is making desperate efforts to get a fresh hold on the School Board.

A leak of four billion gallons has been discovered at the Lake View water crib. Probably this is an additional reason why the City Engineer wants the people to buy water meters.

Will that famous high pressure Water Commission be revived after the Council reconvenes?

Is there any inspection ever made of the lake excursion steamers plying from this port? If there is we would like to hear when they are made and who makes them.

A man named Charles Benson committed suicide in a hotel on Wells street Tuesday because he had been playing the races regularly and had lost all his money and other property. We had been led to believe that when "Jim" O'Leary, Mont Tennes, and the other kings of the betting ring had been put out of business, that horse race gambling was on its last legs. It seems not, however.

Justice Caverly, in addition to being a fine lawyer and a capable magistrate, is also, it appears, an adept at tying the hymeneal knot. The gallant justice postponed a number of strike cases the other day at the earnest request of a young couple who had eloped and were being pursued. "Oh,

haste thee, haste," the lady cried, and that settled it. Justice Caverly pronounced the euphuistic words, and the youthful couple were man and wife.

Chicago needs larger water mains.

The eminent public utility editor of the Examiner, writing from Mackinac Island, says that all the carefully wove language of the city railway ordinance "is a fabrication to deceive."

Too bad a fabrication to tell the truth can't be invented to please this excellent judge of language.

Lincoln Park is running down.

The Humane Society should interfere in behalf of the Lincoln Park elephant that has been chained within three feet of space for twelve years.

Settle the traction question now.

Major Clancy, well known to School Board members as a tireless toiler for the book trade, has gone to Minneapolis to live.

Many members of the Legislature favor an exhaustive investigation of the methods of the Springfield Electric Lighting Company that makes such a spectacle out of the capitol.

Charles H. Mitchell is still running for Judge on the Democratic ticket.

The Hamilton Club is thinking of barring all dead beats from membership.

City Clerk Bender will not be a candidate for re-election in the spring.

Alderman John J. Coughlin, of the First Ward, will establish a bank at Colorado Springs, Colo., and retire from politics.

The candidates for municipal offices next spring are more active at the present time than the candidates for offices to be filled this fall.

The Northwestern L. should abolish its turnstiles. They are a nuisance.

The Board of Local Improvements, composed of honest men, should keep closer track of some of the asphalt contractors.

The low death rate and the rareness of typhoid fever cases in Chicago form the subject of another self-congratulatory bulletin by the Health Department. Meantime most people are of the opinion that it is to the Drainage Canal thanks are really due.

Have the Democrats abandoned Illinois?

It looks like it.

With the election only eight weeks away, absolutely nothing has been done by the State managers.

It is true they have maintained a mutual admiration bureau at the Sherman House, but they do that in years when there is no election at all.

The only apparent excuse for the maintenance of the Sherman House headquarters is that it affords the "leaders" a resting place between meals.

A new face is never seen there, and so far as appearances go there is no more interest manifested in the election than there is in the Panama Canal or the funeral obsequies of the Akond of Swat.

The headquarters are devoid of literature, buttons and enthusiasm.

They are not even enlivened with the ordinary flashes of "bunk" with which some of the frequenters were formerly so handy.

And this is the year that the Democrats expect to elect a President!

Well, if they carry Illinois, it will be simply because the people have made up their minds beforehand or that they look upon Parker as a winner simply because the so-called Democratic leaders are doing nothing for him.

A new movement in favor of Alton B. Parker was launched at the Grand Pacific Hotel, about 100 German-American Democrats founded the German-American Parker League, with the following officers:

President—Sigmund Zeisler.

First Vice President—Theodore Oehne.

Second Vice President—Dr. George Leininger.

Treasurer—Adam Ortselien.

Secretary—Hugo S. Grosser.

Members of Executive Committee—Fred Greishelmer, Frank Wenter, Max Stern, A. B. Brandt.

The object of the League is to carry on a lively agitation in Illinois and the entire Middle West.

City Electrician Ellicott announced that a number of automobile owners may lose their licenses because of failure to report accidents. The city ordinance requires such report and the City Electrician believes that public safety requires a compliance with the ordinance.

In addition to the ordinance with its specific stipulation, it requires that persons applying for a license shall read the ordinance. The application for license is an agreement between the city and the applicant that he will observe the provisions of the ordinance in detail.

A new superstructure for the Lake View crib will be built by the city at a cost of \$65,000. Announcement was made by Acting Commissioner of Public Works O'Connell that advertisement for bids will be made in a short time.

This crib has caused the city officials more trouble than any of the city. The anchor ice is more abundant at this crib than at any other. While public announcement was not made, it was feared all last winter that the floating ice would seriously

damage the superstructure, cause injury to the keeper and his assistants and possibly cause loss of life.

The esteemed Examiner claims in a recent edition that the Republicans have a \$10,000,000 national campaign fund in sight. This hardly jibes with the funniness of its political cartoonist representing the ineffectual attempts of National Chairman Cortelyou to "raise the wind."

Chicago needs a new City Hall.

The president of the Referendum League says the Mayor's only objection to that organization seems to be that he is unable to break into it and control it. If that be the Mayor's ambition, we are surprised he has not gratified it long ago. We think it would not take much of an effort with the means that he has at his disposal.

John O'Neill, the city track elevation expert, makes the interesting announcement that loss of \$5,000,000 a year to Chicagoans and the sacrifice of more than 100 lives yearly will be wiped out when the pending program in the Council for track elevation is carried out. He further predicts that within ten years track elevation in Chicago will be completed. To this able, enterprising and indefatigable official most, if not all, of the credit for this great work is due.

THE KNIGHTS OF REST

Appear to Have Full Control of the State Campaign for the Illinois Democrats.

Their Headquarters Used as a Resting Place to Recuperate Between Their Hearty Meals.

Not a Single Piece of Literature or a Button Has Yet Emanated from This Abode.

The German Democrats Are Stirring Themselves, However, and Have Organized a Powerful Club.

The Most Apathetic Campaign in the History of Politics Now Drags Itself Along.

Have the Democrats abandoned Illinois?

It looks like it.

With the election only eight weeks away, absolutely nothing has been done by the State managers.

It is true they have maintained a mutual admiration bureau at the Sherman House, but they do that in years when there is no election at all.

The only apparent excuse for the maintenance of the Sherman House headquarters is that it affords the "leaders" a resting place between meals.

A new face is never seen there, and so far as appearances go there is no more interest manifested in the election than there is in the Panama Canal or the funeral obsequies of the Akond of Swat.

The headquarters are devoid of literature, buttons and enthusiasm.

They are not even enlivened with the ordinary flashes of "bunk" with which some of the frequenters were formerly so handy.

And this is the year that the Democrats expect to elect a President!

Well, if they carry Illinois, it will be simply because the people have made up their minds beforehand or that they look upon Parker as a winner simply because the so-called Democratic leaders are doing nothing for him.

A new movement in favor of Alton B. Parker was launched at the Grand Pacific Hotel, about 100 German-American Democrats founded the German-American Parker League, with the following officers:

President—Sigmund Zeisler.

First Vice President—Theodore Oehne.

Second Vice President—Dr. George Leininger.

Treasurer—Adam Ortselien.

Secretary—Hugo S. Grosser.

Members of Executive Committee—Fred Greishelmer, Frank Wenter, Max Stern, A. B. Brandt.

The object of the League is to carry on a lively agitation in Illinois and the entire Middle West.

City Electrician Ellicott announced that a number of automobile owners may lose their licenses because of failure to report accidents. The city ordinance requires such report and the City Electrician believes that public safety requires a compliance with the ordinance.

In addition to the ordinance with its specific stipulation, it requires that persons applying for a license shall read the ordinance. The application for license is an agreement between the city and the applicant that he will observe the provisions of the ordinance in detail.

A new superstructure for the Lake View crib will be built by the city at a cost of \$65,000. Announcement was made by Acting Commissioner of Public Works O'Connell that advertisement for bids will be made in a short time.

This crib has caused the city officials more trouble than any of the city. The anchor ice is more abundant at this crib than at any other. While public announcement was not made, it was feared all last winter that the floating ice would seriously

damage the superstructure, cause injury to the keeper and his assistants and possibly cause loss of life.

The esteemed Examiner claims in a recent edition that the Republicans have a \$10,000,000 national campaign fund in sight. This hardly jibes with the funniness of its political cartoonist representing the ineffectual attempts of National Chairman Cortelyou to "raise the wind."

Chicago needs a new City Hall.

The president of the Referendum League says the Mayor's only objection to that organization seems to be that he is unable to break into it and control it. If that be the Mayor's ambition, we are surprised he has not gratified it long ago. We think it would not take much of an effort with the means that he has at his disposal.

John O'Neill, the city track elevation expert, makes the interesting announcement that loss of \$5,000,000 a year to Chicagoans and the sacrifice of more than 100 lives yearly will be wiped out when the pending program in the Council for track elevation is carried out. He further predicts that within ten years track elevation in Chicago will be completed. To this able, enterprising and indefatigable official most, if not all, of the credit for this great work is due.

The school census, just taken, shows that Chicago contains 680,622 persons under 21 years of age, as against 627,202 in 1902.

Seven years ago James P. Ginna took the civil service examination for city milk tester. If he is still alive and wants the position it is his by right, as the Civil Service Commission has just certified him. This is typical of the workings of the commission.

The dumping of garbage on the prairies and vacant tracts is certainly a reprehensible method of disposing of it, but what are we going to do about it? Nothing, so long as we have a lot of junketing Aldermen who spend in "tours of inspection" and incidental celebrations in Eastern cities the money that should be used in the building of crematories, of which we have many excellent plans and designs ready at hand.

Nothing will come of the factional fight started against Hon. John P. McGorty in his candidacy for the Legislature. Mr. McGorty made a magnificent record when a member of that body before. He was the leader of the minority in the House, and led it to many a victory. Mr. McGorty is an able orator, and his voice and vote were always used in behalf of the people. The people know this and will remember it next November.

Chairman Roy O. West, of the Republican State Central Committee, has announced the managing committee which is to have charge of the Illinois campaign. It consists of four members, C. F. Hitch, a Cullom-Lowden man, from Edgar County; James McKinney, a Sherman man, of Alton;